

ANOTHER GOOD DAY WITH GOD

03-2021

07-2022

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TITLE:

PREMISE ABOUT WHAT HAPPENED TO THE PLANES ON 9-11

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Many of the 9/11 Truthers (ae911truth.org, ff911truth.org, pilotsfor911truth.org (site down?), patriotsquestion911.com, etc) already explain much of the real 9/11 evidence, except... "What happened to the planes on 9/11 ?".

This Article provides a plausible Premise about what happened to the four planes on 9/11/2001, pertaining to Flight 11, Flight 175, Flight 93, and also Flight 77.

What follows below are some Preliminary Notes about the Premise, and following the Preliminary Notes is the Premise; the Premise primarily discusses Flight 11, Flight 175, Flight 93, however, the plane swapping that happened to Flight 77 is similar to the other 3 Planes;

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Preliminary Note #1

The "official 9/11 story", from "n.i.s.t.", is a farce;

similar to the farce "official 9/11 story", there is also farce "official flight path story" for Flight 11, Flight 175, and Flight 93, and also Flight 77;

There are many Articles already publicly available from 9/11 Truthers that attempt to discuss the anomalies of the Flight paths of those flights, but those Articles do not discuss the complete story and all of the anomalies.

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Preliminary Note #2

The Premise in this Article, is based on the Article at 911anomalies.wordpress.com ; (the Article is subject to being removed by the Real 9/11 Criminals);

The Flight Path Images in this Article are from THE ANIMATED GIF, at 911anomalies.wordpress.com, showing the "official" flight paths.

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Preliminary Note #3

There are numerous photos available showing a pixelated photo of what impacted WTC 1, for the 2nd impact; many Articles discuss the pixelated photo as showing a grayish military type of cargo plane colliding with WTC 1 for the 2nd impact.

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Preliminary Note #4

There are various Articles that discuss how planes can fly in a vertical formation, so as to show only one radar blip for several planes flying in a vertical formation.

The main theme of the Premise, is that Flight 11, Flight 175, and Flight 93, all got into a vertical formation at sometime during their Flight Paths, so as to show only one radar blip for several planes.

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Preliminary Note #5

The "hijacked Planes" in the years/months prior to 9/11/2001 could have been pre/installed with equipment for remote operation, such as the "Boeing Uninterruptible Autopilot System (BUAP)".

Q: If the Real Planes were being swapped with Military Plane Decoys, then is can be asked why would the Real 9/11 Criminals want to use remotely controlled decoy Military Planes / Military Drones, instead of using the remotely controlled "Hijacked" Planes themselves ?

A: It can be presumed that the Real 9/11 Criminals were told that WTC 1 and WTC 2 were intentionally built to withstand impacts of Large Planes, and therefore if the Real Planes were used, then the Real Planes would just bounced off the outside of the WTC Buildings, and then, the Real 9/11 Criminals would not be able to use a Farse Story about how the Planes flew into the WTC buildings, and severed Core Columns that resulted in the WTC Buildings collapsing.

According to an Article titled "FLIGHT CONTROL: Boeing's 'Uninterruptible Autopilot System', Drones & Remote Hijacking - 21st Century Wire", a remote controlled flight experiment called Controlled Impact Demonstration was done a full 17 years before 9/11, and 30 years before the disappearance of Flight MH370.

One or more other Articles are also suggesting a similar shadow flight happened to Flight MH370.

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Preliminary Note #6

Pre-installed communications equipment for encrypted communications may have also been installed on the alleged hijack planes, that could also be activated remotely, and used for short range communications.

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Preliminary Note #7

Norad apparently was doing extensive hijacking simulations on 9/11/2001, where most of the fighter jets were called away from New York and Washington DC, and possibly the entire East Coast (apparently leaving the entire East Coast without any fighter jets for defense).

NOTE:

Apparently, the usa military did not have any other type of plane that could be dispatched to possible intercept the alleged hijacked planes ?

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Preliminary Note #8

One or more 9/11 Truthers allege that there are Flight Tower Tapes communicating with Flight 11 moments after 1st impact, asking if Flight 11 impacted, and allegedly, Flight 11 responded that Flight 11 did not impact WTC building, indicating that Flight 11 Pilot was not under duress, and was flying plane, or allowing Flight 11 to be operated remotely; else, the Pilots in alleged hijacked planes were perhaps expendable after zogged cia showed credentials to get into Cockpit, and the alleged hijack planes were then partially/operated by zogged cia agent(s) who later jumped out with parachutes.

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Preliminary Note #9

(Repeated from Premise)

Apparently Flight 11 suddenly lurched, and tilted all the way to one side at Stewart Airport, presumably to do a turn to get into a stacked formation with Flight 175, yet the "official" flight path does not show the turn.

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ON THE FOLLOWING PAGES...

THE PREMISE: EXPLAINING THE ANIMATED GIF AT 911anomalies.wordpress.com, OF THE FLIGHT PATHS....



01. The Animated Gif shows Flight 80 crossing paths with Flight 11, shortly after Flight 11 departs Boston, half filled with passengers. Flight 80 is presumably at cruising altitude. Flight 11 presumably is at or near cruising altitude. Before Flight 80 crosses paths with Flight 11, a usa military zoggled cia convoy are stacked vertically with Flight 80, to avoid being detected by radar.

The odd looking military convoy consist perhaps of:

- ... 1 escort jet, such as an unmarked lear jet;**
- ... 1 fighter jet, equipped with four missiles;**
- ... 1 cruise missile that looks like a commercial plane, or 1 grayish military cargo plane, for 1st impact into WTC 2.**
- ... 1 grayish military cargo plane, for 2nd impact into WTC 1.**

The cruise missile for the 1st impact could be dropped from the grayish cargo plane later, while approaching Stewart Airforce Base / Private Airport.



02. After the military convoy swapped vertical formation from Flight 80 to Flight 11, to get into a vertical formation with Flight 11, the military convoy contacts the Flight 11 Pilot, and explains that Flight 11 has been selected to participate in a 9/11 hijacking simulation. Alternatively, zoggled cia agent(s), who will parachute out later, are on Flight 11 and explains the same to the Flight 11 Pilot. There are various other alternatives that could have also been done.

The Flight 11 Pilot is not under duress.

The Flight 11 Pilot is told to fly around Chenetaga Airport and then fly toward Stewart Airport. Alternatively, Flight 11 is controlled remotely and the Flight 11 Pilot is told to sit back and relax.



03. The Transponder of Flight 11 is turned off at 8:21, and was turned off remotely, or turned off by the Flight 11 Pilot, or by the zogged cia agent(s) who could have been on Flight 11.



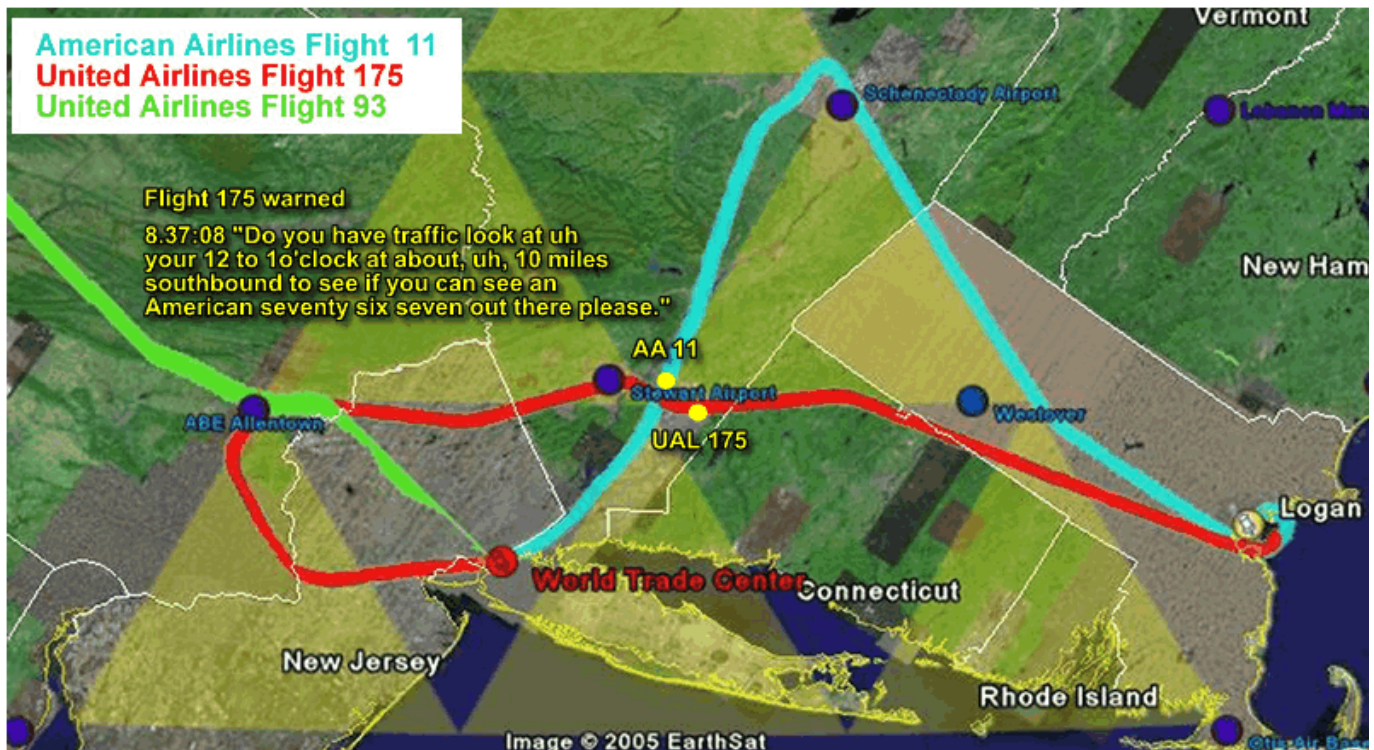
04. Flight 11 does a u-turn around Chenetaga Airport, as told, or as remotely controlled, and flies toward Stewart Airport.

It would seem, that with all these airports that Flight 11, Flight 175, and Flight 93 were passing, that some Flight Towers should have noticed the planes, however, there may have been clouds below the cruising altitude of the planes. Although, there still is the possibility that some of the 9/11 criminals were in some of the Flight Towers on 9/11, who just happened to have the only binoculars available.



05. While Flight 11 is approaching Stewart Airport, the Flight 11 pilot is told to get under/above Flight 175 and continue to fly toward Allentown PA Airport, or Flight 11 is controlled remotely, or zogged cia are flying Flight 11.

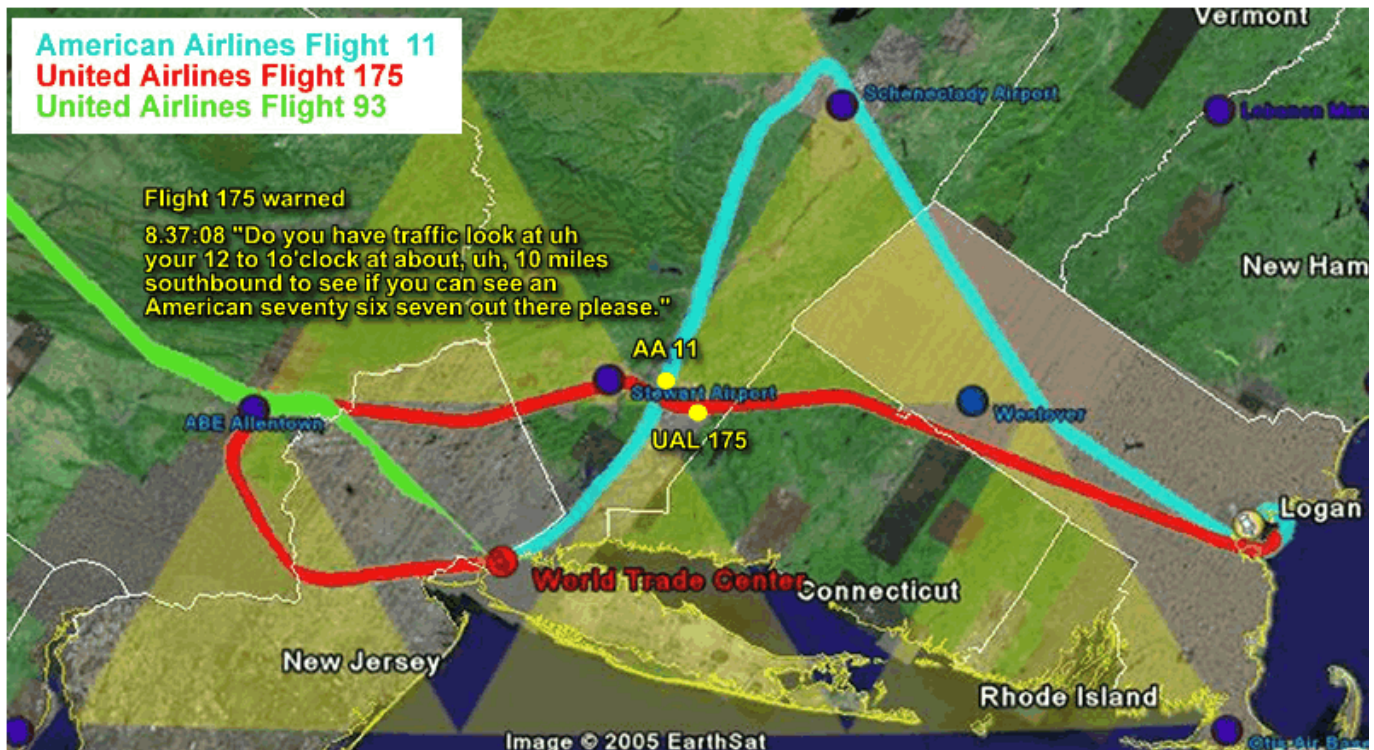
At 8:22, Amy Sweeney, a flight attendant on Flight 11 does one or more calls to American Airlines Flight service manager Michael Woodward, with the first call at 8:22....



06. According to a later ABC News report, as quoted in the 911anomalies.wordpress.com Article, while talking with Amy Sweeney...

[About 15 minutes after the woman first called, the plane suddenly lurched, tilting all the way to one side, then becoming horizontal again. Ong said the plane was flying erratically, and Sweeney said it had begun a rapid descent. "For a flight attendant to say rapid descent, it's rapid and it's quick. We don't use those terms very loosely," said Woodward.]

Apparently Flight 11 suddenly lurched, and tilted all the way to one side at Stewart Airport, presumably to do a turn to get into a stacked formation with Flight 175, yet the "official" flight path does not show the turn.



07. Flight 175 is not yet "hijacked", and had just moments earlier been asked to locate Flight 11 at the 12 to 1 o'clock position, and Flight 175 responded "Affirmative we have him, uh, he looks, uh, about 20, yeah, about 29, 28,000.", while apparently not noticing the stacked formation with Flight 11 that is about 10 miles away, perhaps with some clouds.

NOTE:

The dots on the photo seem to be misplaced, if Flight 11 is at a 12 to 1 o'clock position on the right side of Flight 175.

Also, when Flight 11 lurched and tilted to one side, presumably it was moments after Flight 175 was asked to locate Flight 11. Alternatively, Flight 175 could have also been "hijacked" before this time, and was giving false reports.



08. After Flight 11 and most of the military convoy all do a hard turn to get into a stacked vertical formation above/below Flight 175, the only plane from the convoy that continues toward WTC 2 for the 1st impact, is one of the military planes/cruise missiles.



09. After passing Stewart Airport, Flight 175 is contacted in a similar manner as Flight 11, and told that Flight 175 is participating in a hijacking simulation.

The Transponder of Flight 175 is turned off, while at the same time, the transponder of the grayish usa military zoggled cia drone cargo plane is turned on. Spectators believe that the Transponder codes changed, but it can be presumed that one Transponder turned off, and another Transponder turned on. This was done to ensure that Spectators would be tracking the wrong Transponder that would be going toward WTC 1 for the 2nd impact, believing that the Transponder was for Flight 175.

It is possible that Flight 11 was shot down before getting to Allentown, or will be shot down elsewhere en-route to Shanksville, or will be shot down over Shanksville with Flight 93.

If on Flight 11, the zogged cia agent(s) could jump out of plane before Flight 11 shot down.

It is also speculated by some 9/11 Truthers that Flight 11 may have departed from the stacked formation and landed at an airport... but why would the 9/11 criminals land Flight 11 if homicides from WTC impacts and Middle East gold heists and Afghanistan heroin are going to be done soon, along with usdebtclock.org bank heist ?

And what would the 9/11 criminals do with the Flight 11 plane/passengers, or, what would the 9/11 criminals do with just the plane, if the pilot and passengers were conspirators ?



10. When approaching Allentown Airport, Flight 11 and Flight 175 are told/controlled to get above/below Flight 93, in a stacked formation.



11. The 2nd usa military zoggled cia grayish cargo plane drone, with the "changed Transponder", continues on the "official" flight path to WTC 1, for the 2nd impact.

The grayish cargo plane impacting the WTC 1 for the 2nd impact, is shown in various pixelated photos that are publicly available.



12.

Flight 93, Flight 11, Flight 175, and the remaining military convoy continue to Shanksville PA, where all three planes are shot down at once.

Alternatively, Flight 11 and Flight 175 may have been shot down one by one, at cruising altitude, en-route to Shanksville PA.

If the planes were shot down at cruising altitude, it is also possible that the planes were shot down above clouds, or clouds that may have been blanketing the sky.

If not shot down one by one, all three "hijacked" planes could have been shot down at cruising altitude while approaching Indian Lake that is near Shanksville PA.

If the planes were shot down at cruising altitude while approaching Indian Lake, it is possible that the planes were shot down above clouds, or clouds that may have been blanketing the sky over Shanksville PA.

The fire-pit where Flight 93 allegedly impacted is obviously a ruse.

The wings had titanium engines, and the velocity and momentum of those titanium engines would have gone basically one direction... forward.

Shanksville, PA on 9/11



IF Flight 93 impacted that fire-pit in Shanksville Pennsylvania on 9/11/2001, then the nose of Flight 93 would have impacted first and would have been squashed to where the wings were connected to the fuselage, and then, at that point, the titanium engines would have a measurable distance above the ground, and at the alleged velocity of Flight 93, those titanium engines were perhaps less than 1 second away from that ground.

THE "OFFICIAL" STORY ABOUT FLIGHT 93 IS FOR IDIOTS.

The titanium engines did not snap toward the fuselage in less than a second to continue into the fire-pit.

If the fire-pit is NOT where Flight 93 impacted, then WHAT happened to Flight 93 ?

If the fire-pit is NOT where Flight 93 impacted, then WHAT was the actual Flight Path ?

There were reports of debris floating in Indian Lake.
Perhaps there is still debris in and around Indian Lake.

Perhaps there is other plane debris en-route to Shanksville PA.

It also seems that getting statements AGAIN from residents near Indian Lake and Shanksville is necessary. There could be reports of secondary explosions and other debris that the zogged fbi dismissed.

And about FLIGHT 77 that allegedly impacted the usa soviet union pentagon...

A similar hijacking simulation occurred with Flight 77.

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Thanks

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